

# CHICAGO HEIGHTS TERMINAL TRANSFER R. R. Co.

OFFICE OF SUPERINTENDENT.

G. M. WEST,  
SUPERINTENDENT.

CHICAGO HEIGHTS, ILL., ~~March 18th,~~ 1903

Mr L. M. Ware,

Saint Andrews, Florida.

My dear Ware:-

Your letter of the 15th came to hand this afternoon. I was pleased to receive the letter enclosed from the Government Engineer department, at Montgomery, Ala. We have been in communication with them also and have used the information they furnished us in our prospectus. The figures you give me will be valuable too. Matters with us are still incubating. One of our men will probably go to New York this week to interview monied interests, and parties with money in Iowa are still negotiating.

It takes a heap of money to build a road, and we want at least one million pledged. The lines you suggest are what I have laid down in my statement, that is nearly so. My plan was to build from Apalachicola, via St Joseph, as straight a line as we could to Dothan, there connecting with the two lines, northeast and northwest. Then a branch in to Wewahitchka, and one toward Vernon which would connect with a project that the Wood Lumber Company of Caryville have up with us. Then a branch to River Junction at some future time. That would gridiron that country. First of all though would be the line from the Bay to the L. & N. but leading off to the eastward so that it would strike the through line in about 12 to 15 miles.

It is a fact that no more special charters can be granted by the state, thus the value of the one we have in hand. But there are one or two more charters of the kind, though not as valuable, that can be made serviceable by a little change. If I fail in getting these people interested, I shall try to get hold of one of the others. There are one



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#2

or two charters for a road there held in Chicago now. It may be that Hopkins and that combination can raise the money and go ahead, but they have a very poor knowledge of railroading else they would not propose any road on the lines they state. It would cost too much, operating expenses would be too heavy, and as I have found it takes close figuring to show capitalists just where the profit is coming in from operating. They pin you down to the last item, and I have had some pretty tough conferences along those lines.

I think that we will succeed in getting a line in there within a year or so. As I said if this project fails, and Hopkins, I want to interest some of you, or you, with Leathe, and the German American, and the Naval Stores Co., and we can get it started. I have satisfactory information from Leathe. I have had no communication with the German American and if it is practicable for you to do so, I wish in my behalf you would approach them and see if they would become interested in a line as outlined. There is quite an amount of land yet to be patented to the State by the United States, and there is some land which has been forfeited on old grants that I should hope to get. Is there much state land along the lines I have mentioned? The land which we could get on a new project would be as much of eight thousand acres to the mile as could be found in the Section ten miles each side of the road. If it was not there belonging to the state, we could only get what was there. This would not be by a legislative charter but under the general Laws of Incorporation. I have threshed this subject over and over with Florida lawyers, and Florida business men, as we have some of the best of them connected with the scheme, and with lawyers, capitalists and others here, and feel pretty sure of my knowledge now as to what can be done. Let me hear from you when convenient. Trust that selling the mill will enable you to get a rest.

Sincerely yours